

## Claims

- [c1] 1. An arrangement for activation of an emergency brake function (8; 8') within a vehicle (1) in dependence of whether a regular brake function, comprising a first brake circuit and a second brake circuit, each of which are out of order, further comprising a first sensor (20; 20') for detecting whether the pressure ( $p_1$ ) in the first brake circuit falls below a first limit value ( $p_{1G}$ ), a second sensor (21; 21') for detecting whether the pressure ( $p_2$ ) in the second brake circuit falls below a second limit value ( $p_{2G}$ ), and means (16; 24, 25, 26) for activation of said emergency brake function if the pressure ( $p_1$ ) in the first brake circuit falls below the first limit value ( $p_{1G}$ ) at the same time as the pressure ( $p_2$ ) in the second brake circuit falls below the second limit value ( $p_{2G}$ ).
- [c2] 2. The arrangement as recited in claim 1, wherein said brake function consisting of a parking brake (8; 8') associated with the vehicle (1), functioning as an emergency brake.
- [c3] 3. The arrangement as recited in claim 1, wherein the first pressure sensor (21) being connected to a first valve (18), adapted to assume a first position when the pressure ( $p_1$ ) in the first brake circuit falls below the first limit value ( $p_{1G}$ ) and the second pressure sensor (21) being connected to a second valve (19), adapted to assume a first position when the pressure ( $p_2$ ) in the second brake circuit falls below the second limit value ( $p_{2G}$ ), said first and second valves (18, 19) being connected to a third valve (23) adapted to assume a position for actuating said emergency brake function (8) when the first valve (17) is in said first position and the second valve (18) is in said first position.
- [c4] 4. The arrangement as recited in claim 1, further comprising a further valve device (15) for manual actuation of said emergency brake function.
- [c5] 5. The arrangement as recited in claim 1, further comprising a first electronic control unit (24) to which the first sensor (20') and the second sensor (21') are connected, said control unit (24) functioning to activate said emergency brake function (8') if the first sensor (20') and the second sensor (21') indicate that the pressure ( $p_1$ ) in the first brake circuit falls below the first limit value ( $p_{1G}$ ) and the pressure ( $p_2$ ) in the second brake circuit falls below the second limit

value ( $p_{2G}$ ).

[c6] 6. The arrangement as recited in claim 5, wherein the first sensor (20') being connected to the first control unit (24) via a second electronic control unit (25), and the second sensor (21') being connected to the first control unit (24) via a third electronic control unit (26), said second control unit (25) and third control unit (26) each functioning to detect whether the pressure in its associated brake circuit falls below their respective limit values ( $p_{1G}$ ,  $p_{2G}$ ), and by the second control unit (25) and the third control unit (26) being connected to the first control unit (24) for activation of said emergency brake function (8') if the second control unit (25) and the third control unit (26) indicate that the pressure ( $p_1$ ) in the first brake circuit falls below the first limit value ( $p_{1G}$ ) and the pressure ( $p_2$ ) in the second brake circuit falls below the second limit value ( $p_{2G}$ ).

[c7] 7. A method for activation of an emergency brake function (8; 8') within a vehicle (1) in dependence of whether a regular brake function and including a first brake circuit and a second brake circuit, is out of order, the method comprising:  
 detection of whether the pressure ( $p_1$ ) in the first brake circuit falls below a first limit value ( $p_{1G}$ );  
 detection of whether the pressure ( $p_2$ ) in the second brake circuit falls below a second limit value ( $p_{2G}$ ); and  
 activation of said emergency brake function if the pressure ( $p_1$ ) in the first brake circuit falls below the first limit value ( $p_{1G}$ ) at the same time as the pressure ( $p_2$ ) in the second brake circuit falls below the second limit value ( $p_{2G}$ ).